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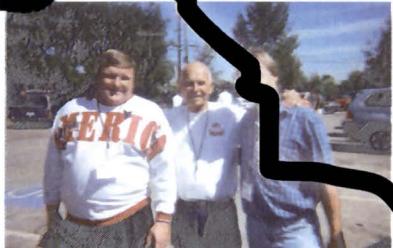


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- The AZ-D
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DeLorean Vision

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Chicago 2006 - Pheasant Run Resort

Pigeon Forge is now behind us and we all made new friends and experienced the largest DeLorean gathering in history. The focus now is on Pheasant Run on the west side of Chicago in a community called St Charles. While the show is still about a year away, the plans, as usual, are never quite as easy as it looks.

Some of those obstacles are by the wayside and others are still ahead of us. This show is becoming bigger and with 511 people in attendance in Pigeon Forge it's possible that we could have as many as 600 present at this show.

The main difference at this show is that we are going to a resort rather than a hotel. It is a get-away in the middle of Chicago and is a popular place among Chicagoans and conventioneers.

Pigeon Forge was more of an entertainment oriented show with the big stage and all the guests, Hollywood and otherwise. We try to make each show different, so this show will be based more on the technical aspect of our cars and we plan to do something for John, but for those that are just there because their significant other is a DeLorean fanatic there is plenty to do at Pheasant Run and the surrounding area. This show will be the largest DeLorean show ever but it needs your support to make that happen.

One strange event that occurred already is that the Corvette show, that is usually the last week in June, had to move. After negotiations with us and the resort we are going to have both

shows on the same weekend. This means you will be able to see the Corvette show as part of your package.

The BTTF crew added to our list of celebrities. They are here to stay. They loved our group and have asked to be regulars at the show. Claudia, Bob and Jeffrey Weissman all plan to come back plus maybe more cast members.



In the next issue we will get more into the activities we will have at Pheasant Run. By then we will see what we have to work with and what activities we can do.

Spread the word and remember if every person that attended can get just one other DeLorean owner to attend the next show we will far surpass our previous shows and continue to Keep the Dream Alive.

John DeLorean's passing holds a special meaning to me and at this time I would like to say thank you John for making my dreams come true. We can best preserve what he started by continuing to live our dreams. John's entire family has become special to me and it was very touching when Catherine Delorean (Marks wife) said they felt like we were part of their family.

Losing John was like losing part of a family. A strong family carries on and that is what I am sure John would have wanted. We have a special tribute page to him in this issue.

- Ken

DCS magazine

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1. Golf Course 2. Carriage inside mezzanine 3. Outdoor pool 4. Hotel tower
5. Mezzanine 6. Golf Course 7., 8. Indoor/outdoor pool 9. Convention center 10. Cafe

PROJECT DELOREAN

Steve Stankiewicz PART II



Welcome back for part 2 of the Project Delorean story. You may recall from part 1 that I decided to break the project up into three phases; Chassis/Drivetrain, Body, and Interior. This sequence was for two reasons. First, it was a logical sequence that would minimize the potential for damaging a previously completed phase, but more importantly was the simple fact that I know myself. I know there are parts of any project that I enjoy doing and parts that I consider a chore. If I were to do my favorite parts first, I'd be far less motivated to go back and complete the parts I didn't like.

The primary purpose of this phase was to restore the car to a safe, functional, running and driving condition. Beyond that, I'd seek out opportunities for what is considered appropriate or necessary modifications. First I'd try to determine which original parts would be reused and those would be cleaned, stripped and restored. Then I'd begin researching, selecting/fabricating the non-original components. The use of non-stock parts would be used for a several reasons: 1. Correct design flaws or weak points, 2. Add adjustability to the system (With such limited resources the odds of me getting everything exactly right on the first try was pretty slim.) 3. Modernize wherever practical (This would hopefully increase performance and parts availability and reduce maintenance costs.), and 4. Accommodate the impending wide-body conversion.

The Frame

The first area to be restored was the frame. As I disassembled the suspension, I found most of the parts to still be in decent condition, with the exception of some surface rust. Once down to the frame, I cleaned it with soap/water, then with acetone. It was amazing how good the original epoxy looked once cleaned up. Once clean, I was able to assess the frame for rust and damage. Overall, the front of the frame was in good shape with no real rust on the crumple tubes. I did find a problem on the bottom of



the front cross-member. There was some rust bubbling and a few holes about the size dimes. However, as is always the case with rust, there's always more than there initially appears to be. A little jabbing around with a screwdriver and the dime-size holes could easily swallow half-dollars. A trip to Lowes hardware section yielded some thick sheet steel that matched the gauge of the Delorean's frame perfectly. I first drilled each of the factory spot-weld through, then used a pneumatic cut-off wheel to cut front-to-back on both sides.

Once the original metal was removed, and I could see inside the cross-member's boxed section, it became apparent why the panel had rusted. Delorean dipped the frames in the epoxy to protect them, but this section had only a small hole at the top to allow the epoxy in. You could clearly see how it had come in, run about half way down the sides, then stopped, leaving part of the sides and the entire bottom bare and unprotected from corrosion. This was only compounded by the fact that with no holes in the bottom panel, any water that made its way inside the cross-member had no way of escaping. It would just slosh around on top of the unprotected steel lower panel.

Before installing the new steel, I thoroughly cleaned and then painted the inside of the cross-member, cut the new steel, painted its inside surface, then welded it in place. (1)



1.

2/23/2001



2.

7/13/2002

Once the welds were ground down, the repair was barely visible. The only other area I found rust perforation was a few spots in the rear engine cradle. For these I cut patch panels and welded in new material just as I did on the front cross-member.

With the frame back together, I was ready to put a coating on it and I had what I thought was a great idea. I was going to use spray-on rubberized undercoating. I cleaned the frame, sanded it, cleaned it again, then sprayed on the undercoating to the back half of the frame. It looked pretty good right after application, but the following morning I gave it the fingernail test and the stuff scraped right off! Obviously, this wasn't going to work. It would all have to get scraped back off and I'd have to find something else. What I came up with was a spray/roll-on urethane truck bed liner material I found at Wal-Mart. After the tedious task of scraping every last bit of the rubberized undercoating back off, I prepped the frame again and rolled on the bed liner material. This time it worked, drying to a tough, low-gloss, textured black finish that was tough as nails.

The Engine

After some initial problems getting the original PRV to run, I bought a book on the Bosch K-Jetronic fuel system and started pricing some parts. Although the system was relatively simple, the parts weren't cheap and I just couldn't see investing so much money in outdated technology. I knew far more about electronic fuel injection and decided that was the way to go. About the same time, I heard (probably on the DML) that a variation of the PRV engine was later used in the Eagle Premier/Dodge Monaco. Some more research turned up the following advantages to the Eagle's PRV:

Comparison of Delorean and Eagle PRV-6 Engines

	Delorean	Eagle
Displacement	2.8L	3.0L
Compression	8.8:1*	9.3:1*
Horsepower	130	150
Fuel Delivery	K-Jet CIS	EFI
Belts	Multiple V-Belts	Single Serpentine
Timing	Odd-fire	Even-Fire

Source: <http://www.peugeotclub.com/v6.html>

Despite all the differences between the engines, they maintained the same transmission bolt pattern so no adapter plate would be necessary. (That was a big plus in my opinion.) The engine mount locations on the crankcases were different however so I'd have to switch the Delorean's crankcase over to the Eagle engine. Using the Eagle engine would also maintain the Delorean's PRV heritage and its original weight bias.

My plan was to find a running Eagle Premier and purchase the whole car. That way I could be certain I had everything I needed to make it run again in the Delorean. I soon found an '88 Premier for sale in the local paper. Upon inspection, it had some issues, but none that involved the engine itself. I negotiated a price of \$400 for the car and drove it home. My first sign of trouble came when separating the engine from the Eagle's transmission. Attached to the Eagle's flexplate was a ring with holes in it. It was an ignition trigger ring and the pickup sensor was mounted in the transmission bellhousing. I didn't expect to have to accommodate these, but I figured I could work it out. It was a bit tricky, but I was able to carefully cut the trigger ring from the Eagle's flexplate, weld tabs on it, index it to the Delorean's flywheel and mount it using the clutch bolts. I mounted the pickup sensor by trimming a small hole in the Delorean's bellhousing and fabricating some small brackets. After carefully "pruning" all of the unnecessary circuits from the Eagle's wiring harness, all that was left to do (so I thought) was fabricate a custom alternator bracket. (This was necessary because the routing of my new exhaust system would conflict with the original location.)

Since the Delorean's original exhaust system was considered to be restrictive, I decided to start from scratch. My system would follow a similar path as the original, but would start at the Eagle manifolds connected to larger 2" mandrel bent pipes, merging on the side of the engine into one 2.5" pipe directed towards the rear of the car, turn 90 degrees toward the driver's side, then a quick 180 degrees back across the rear of the car, through a high-flow catalytic converter, then the muffler, then another 180 degree bend back to the center of the car where a custom center exhaust tip would expel the spent gasses.

I elected to go for the center-exit exhaust after seeing it in one of the photos of the early prototypes. I believed that the earlier prototypes may have more closely represented John DeLorean's vision while the final production cars may have represented what was left of that vision after practical things like costs and ease-of-assembly were taken into account.

Once everything was welded together it was cleaned, sanded and coated with Eastwood's "Silver High Temp Coating". Finally, to help minimize engine compartment heat and to help exhaust flow, the system was wrapped in high-temp exhaust insulating wrap. (2)

With the 1988 Eagle engine installed, wired up, fluids filled, and battery charged, the moment of truth came; turning the key. The engine cranked, but nothing else. I checked all connections and retried, but still no luck. I checked spark while cranking, but there was none to be found. The problem had something to do with the original ignition system (ECM), the trigger ring setup, or the wiring itself. This is what I had been afraid of. Using an original engine management system is fine, if it works, but if you run into problems, the diagnostic options are extremely limited. After a couple days of contemplating my options, I decided to go with an entirely new aftermarket engine management system. (3)

I looked at a few different systems, and finally decided on the TEC3 System from Electromotive. I liked the system features and the fact



9-28-2002



4-5-2003

that Electromotive is located less than 80 miles from where I live, was a bonus. The entire system, including the ECM, the wiring harness, and some of the sensors would cost about \$2,300, but before I dropped that kind of money, I wanted visit their offices.

Coincidentally, on the way to Electromotive's offices, I stopped by a local salvage yard, just to look around. I happened to ask if they had any Eagle engines. They had several in stock and I noticed one was different. It had a coil pack instead of a distributor and used an entirely different, newer, sensor package. The owner explained that there are two different versions of the Eagle PRV engine. The 1988-1990 version used a distributor while the 1991-1992 version used a direct-fire, distributor-less ignition system. The particular engine I was looking at came out of a 1991 Premier with only 20k miles that was rear-ended and totaled. He explained that the demand for these engines was pretty low and he'd like to get rid of one, any one. His normal price was \$400/engine, but I offered \$200 for the 20k mile engine and he accepted.

After removing the older Eagle engine and the original wiring harness, I installed the new engine and began the TEC3 install. The details of the install are beyond the scope of this article, and for the most part involved reading and understand wiring diagrams, cutting and soldering wires and crimping on terminals. One aspect however that was not purely wiring was the installation of Electromotive's trigger ring. It looks like a 6 inch diameter gear and must be mounted to the crank pulley with a sensor mounted next to it. I decided to mount it to the back of the crankshaft pulley. To get the right offset, I indexed and drilled three ½ inch holes in the ring and used three ½ inch diameter steel dowels to weld in between the pulley and the ring. To fabricate a mount for the pickup sensor, I used some aluminum angle.**(4)**

When the time finally came to fire it up, I was understandably nervous. One major difference this time was that with the TEC3 system I now had a laptop computer setup, attached to the ECM in the car and sitting on the passenger's seat with the diagnostics screen up. When I turned the key, I could read all engine parameters, including coolant temperature, incoming air temperature, manifold pressure, engine rpm's, etc. Initially the engine cranked, but wouldn't fire and the diagnostic system displayed, "Cam Position Sensor Error". This was a bit troubling, but a quick email to Electromotive's tech support yielded a suggestion to try adding 100 Ohm resistor between two particular leads on the sensor. A quick trip to Radio Shack and \$1.98 later and I had my resistors. I soldered one in place, turned the key and VROOOOM. The engine fired up and settled quickly into a very smooth deep idle. It was exciting to hear the exhaust note for the first time. (Since

the exhaust system was built from scratch, I had no idea what the final product would sound like.) Now that the engine runs, I could move on to the suspension. (Note: At this point, the engine was far from being tuned and ready to drive, but I knew all systems were working and I planned on putting it on a chassis dyno for tuning once the car was street ready.)

Suspension

In order to achieve the perfect stance, the plan was to use adjustable coil-over shocks at all four corners. After some rough measurements of shock length and some research on available shocks, it quickly became apparent that the front shocks were going to be the tough one to find. At 14" extended and 9" compressed, it was a small shock to start with, but I'd need smaller since the plan was to lower the car and still keep the shock at mid-travel at ride height. I looked at Koni, Bilstein, and several others, but the only company I could find that had a short enough shock was QA1 (Formerly HAL). They had versions in adjustable, non-adjustable, urethane bushed or heim-jointed. I opted for the adjustable, urethane-bushed versions with matching rears. (The rears weren't nearly as difficult to select as they are much longer and have a travel nearly equivalent to the wheel's travel.)**(5)**

To prepare the lower control arms for the coil-over shocks, the lower spring perches were cut off since they wouldn't be needed. Then I welded large diameter washers around the lower shock mount holes to spread the load more evenly and prevent tearing of the bolt hole. The final modification to the control arms was to "box" them to help strengthen them overall. To get the shape of the plate, I laid the controls arms on a piece of posterboard and traced their shape out with a pencil. I then cut out these "templates" and transferred them to a piece of sheetmetal. Once the metal shapes were cut out, they were cleaned, sanded, painted on the inside and welded to the bottom of the control arm. The end result is a stronger control arm that is now a tube instead of a channel shape.

Wheels

Finding the appropriate wheels for the D would also prove challenging. Since the Delorean's fenders openings are larger in the rear than in the front, the new wheels would have to continue to have different diameters just as the originals. However, to come up to more modern standards, I'd be replacing the 14"/15" combo with 17"/18". For clearance, the fronts would have to remain nearly the same width as the originals. I needed the new rear wheels to be 10" wide to help fill out the new wider rear end, but here's where it got tricky. After looking all over the internet and at a ton of catalogs, it became apparent that few cars with 4-lug hubs can accommodate a 10" wide wheel so few manufacturers make them. It was easy to find a 10" wide wheel in 5-lug, but the Delorean was 4-lug. Enter Motorsport Technology. They specialize in custom machined wheel spacers and adapters. Their two-piece adapters can also convert from one lug pattern to another (in my case from 4-lug to 5-lug). By adapting the rear of the car to 5-lug, my selection of wheels was **(Please turn to page 10 for the conclusion on this article)**



Johnny's Car



By The Canton Classic Car Museum



The Johnny Carson Delorean was bought by the first owner at the Newport Beach Collector Car Auction in December 1985. The car was then purchased by Kerry and June Stark in November 1988 from its previous owners in California. The Delorean was brought to Sunbury, Pennsylvania and kept in private storage. The car was driven on rare occasions, used in several local parades, and shown at several car shows. In the spring of 1996 the Delorean was placed in the Canton Classic Car Museum in Canton, Ohio, where it was put on public display. The museum reports that it is one of its most popular attractions. The car was removed from the museum on only two occasions. It was shown in Canton, Ohio at a local car show by museum personnel. It was also taken out of the museum in 2001 for the Delorean Car Show gathering in Cleveland, Ohio at the invitation of Ken Koncelik. At the Cleveland Show the glovebox cover was autographed by John Delorean himself. Since the death of Johnny Carson, several newspapers and TV stations have done feature stories on the car. In March of this year the owners decided to put the car on the market. Robert Lichty, the previous executive director of the Canton Museum, is handling the sale. Mr. Lichty is an avid car enthusiast, and very well respected within the collectable car community. He owns and operates Motorcar Portfolio and can be contacted via his web site at www.motorcarportfolio.com. As of this publication, the car is scheduled to go on ebay in mid-April 2005.

(continued from Project DeLorean page 8)

greatly increased. Now all I had to do was find a manufacturer that made a wheel I liked in both 18x10-5 lug and 17x7-4 lug. At Discount Tire Direct I found the Voxel FA and by wrapping them in 215/40ZR17 (front) and 285/40ZR18 Dunlop Sport 9000's, I could also maintain the same overall tire diameters as the Delorean's original tires. Once the wheels arrived, I was able to take precise measurements of the wheel's offsets, crunch the numbers and determine that a 3.5" thick adapter would move the centerline of the 10" wheels 1.81" outboard and the outer lip of the rim out 2.81". I faxed the adapter specifications over to Motorsport Technologies and about two weeks later I received two beautifully machined adapters. (6)

Brakes

The last thing I needed to complete this phase of the project was a brake system of mammoth proportions. The new brake system was going to be a huge upgrade, both aesthetically and functionally. Ventilated rotors would replace the original solid ones and they'd have to be the largest I could squeeze inside the new wheels. The original, 2-piston, cast iron calipers would also be replaced by aluminum, 4-piston ones all the way around. The new system would consist of Wilwood Superlite IIA calipers and aluminum rotor hats from C & C Racing and Gas Slotted, Directional Vane Rotors (13"x0.810" front and 12.19"x0.810" rear) from Coleman Racing. To mount the calipers, custom brackets were fabricated from 1/2" thick 6061-T6 Aluminum. Goodridge braided stainless steel brake lines from the MidState Delorean Club and a Wilwood proportioning valve and Mechanical Spot Calipers (for parking brakes) from Summit Racing finished off the system. (7)

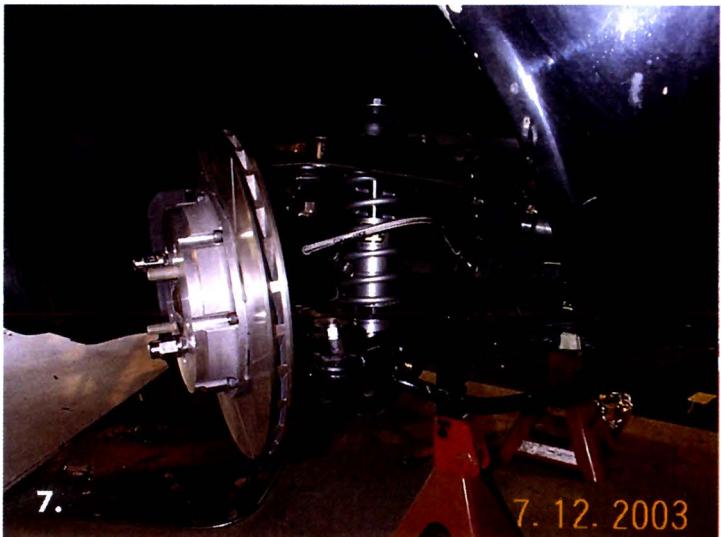
With the engine in and running, the new suspension, brakes and wheels installed, Project Delorean was now a running, driving vehicle again. Although the car would still require fine tuning, hopefully I had built enough adjustability into each of the systems to dial everything in properly. The tuning would have to wait until the car was road-worthy, but for now, it was on to the body modifications...

For copies of the calculation spreadsheets I used during the project, go to:

www.projectdelorean.com/dcsmag

Online Resources:

C&C Racing www.pitstopusa.com
Coleman Racing www.colemanracing.com
Discount Tire Direct www.discounttiredirect.com
MidState Delorean Club www.midstatedmc.com
Motorsport Technology www.motorsport-tech.com
Summit Racing www.summitracing.com



The DeLorean Midwest Connection

Rich Weissensel

Since the DCS 2006 event will be held in the Chicago area, it seemed like a good idea to introduce the local club and a few of its members, so once you arrive in the Chicago area, you will know the names of a few people who will be able to help you get around during the event.

The Delorean Midwest Connection (DMC) club, formerly DOA Chapter 7, was established in 1993 by its current President/Treasurer, Don Gowler, after the DOA terminated chapter status of local clubs, world-wide. The DMC club is madeup of Delorean owners and enthusiasts primarily based around the Chicago area, but we have members throughout the Midwest and beyond. John Z. DeLorean was an honorary member of the DMC club since the start.

The DMC club has a fluctuating, yet fairly stable membership between 75 and 100 members. We have several gatherings throughout the year, including Spring and Winter brunches, in addition to the car-oriented Spring and Fall tech sessions. Of course car shows and parades are the top events, since we get to show off our cars to the public. With DCS 2006 in the Chicago area, our DMC club will be making an extra effort to increase membership and get a lot of local D's to the show.

Now that you know a little about the DMC club itself, let's introduce a few members and their Deloreans. Keep in mind this is only a small sample of our DMC club's membership.



Don Gowler is a long time Delorean owner, purchasing his first car (a new 1982 model) in early 1983. Over the years, Don has owned all three model years of the Delorean, purchasing an early 81 and an 83 model in the early 90's. Don still owns his

original 82 and his early 81. Don was the president of DOA Chapter 7 in 1987 and has served as President/Treasurer of the DMC club for many years. Don has not only visited JZD in his home, back in late 1997, but Don has mentioned that he has also been mistaken for JZD while driving around in his Deloreans.



Bryan Pearce, of Pearce Design Components, has the 1st PDC stainless steel framed car. Bryan has been driving this DeLorean since 1990 and installed a prototype SS frame in 1993. Since then, Bryan has racked up nearly 200K miles, with over 150K miles on the prototype SS frame. In addition to his red painted 82 daily driver, Bryan also owns an early 81 automatic DeLorean, since it's nice to have options.



Bob Brandys has been making an impact with Delorean customizing since the introduction of the '97 DeLorean Time Machine back in the Fall of 1997. Bob's Time Machine transformation is not only one of the coolest BTTF look-alike cars out there, it also has many upgrades incorporated, including a Rover V8 engine, Porsche auto transmission, improved cooling system and Bob's famous full-size door windows for driver and passenger. Bob and his wife Gail have a number of "out of the ordinary" automobiles that are used both as show cars and as daily drivers.



Tamir Ardon has been a Delorean enthusiast since he was just a toddler. Seeing BTTF for the first time as a youngster led Tamir to an obsession with Deloreans that continues to this day. Tamir not only owns a near spotless, tastefully customized DeLorean, but he and his brother Ilan have built and maintained the most comprehensive Delorean website on the Internet and it's certainly a must see for all Delorean enthusiasts.



Tony Swann has been a Delorean enthusiast since he was young and although he had been relatively quiet in the Delorean community in the late 90's, Tony has been stepping up his commitment to his Delorean passion over the past few years by purchasing a near spotless early 1982 car. He has the goal to refurbish and restore several more Deloreans. Since mid-2003, Tony has restored VIN 520 to near Concours level and since late 2004, he has been restoring VIN 1177 for daily driver use. Tony also has VIN 6770 waiting it's turn in 2005.



Dave Swingle is a life long gearhead that turned his attention to the Delorean in the mid-1990's and also plays with BMWs as his daily drivers. As the club's resident Tech Coordinator and a DML moderator for the past several years, Dave fields a lot of the club's and DML's tech questions, and he is always just a phone call away. A few years ago, Dave finished a dream garage project, which is now officially re-named the Midwest Monster Garage. Dave was instrumental in re-building the DCS 2004 Raffle Car and he took on a new D project car this winter.

Last but not least, there's me, **Rich Weissensel**. I was a young guy back when I bought my first DeLorean in 1985 and my second D in 1990. I quietly refurbished several Deloreans through the 1990's,



keeping mostly to myself until I "found" the DMC club in 1999. I was still mild mannered in 2000, bringing two of my refurbished Deloreans to Cleveland. I took JZD's photo standing between them. After seeing more than 100 Deloreans in one place, I changed my focus. I felt the need to build some of the dream Deloreans I thought about back in high school. You can see more about these projects on my website, www.entermyworld.com/rich

The DMC club plans to offer additional information and links, on our website, for things to do and places to go in the Chicagoland area to make your trip to DCS 2006 an extra special one. Plan to come early and stay a few extra days after the event, to take in everything Chicagoland and our DMC club have to offer. Club website is: www.delorean-midwest.org

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New Old Bits

By James Russell-Grant

Hello all DeLorean nuts from across the globe, my name is James Russell-Grant and I am the proud owner of DeLorean VIN# 5462 and based in England UK, some of you no doubt already know me as jamesrguk through my postings to the various DeLorean mailing lists over the years.

I apologise if many of my postings are of me babbling on about various projects I have on the go, but the mailing lists are a great way of letting people know what I am up too and researching what parts people would like to be able to buy for their cars.

Amazingly what had started as me remanufacturing one DeLorean part has expanded in to a small part-time business producing unavailable or upgraded DeLorean parts, my real interest, is in producing very high quality items regardless of cost (within reason).

Currently I sell the majority of parts, internationally, through eBay but my website www.newoldbits.co.uk also displays what I am getting up to, and it will soon be revised and include a more comprehensive list of the projects I am working on, as well as additional contact information including telephone/fax number to help people get in contact. So bare with me, as it is very early days, and stay tuned to my website for future updates.

A few of the projects that I have been working on over the last few months include:

1 New rear number plate surrounds, reproduced in cast

aluminium, available in polished or OEM black look.

2 New European-Sized rear number plate surrounds, again made from cast alloy, but these are designed to fit standard UK and European sized number plates (never before available).

3 New Jaguar-Super-Pile luxurious carpet sets, other manufacturers who use the Jaguar Super-Pile range of carpets include Bentley and Rolls Royce, so that should give you some idea of the quality.

4 New tinted head-light and tail-light lenses, these have been unavailable for years and are sought after so it was time for someone to get them re-manufactured.

I hope that all of the products will be well received and I look forward to embarking on other projects as and when ideas enter my head.

If anyone has any particular items that they would like to see available drop me an e-mail to james@newoldbits.co.uk, you never know, I might just be able to help.

Along side a full time job, and the newoldbits work, I am trying to slowly restore my DeLorean, which I am hoping to have ready for the summer car shows and gatherings, wish me luck!

I look forward to meeting more DeLorean enthusiasts from around the world, and sharing a few stories, and a beer or 2, at some of the many fantastic DeLorean events.

This past October 8th my father and I participated in the Urbana (Ohio) High School homecoming celebration. The theme for the event was "Back to the Future", and there were more than a few people dressed up like Marty and Doc...including my Dad and me.

We both made the two hour trip up from Cincinnati to participate in this show, because my brother-in-law, David Sapp, is the band director at Urbana High School, and was the one responsible for suggesting this theme to the organizing committee. (I wonder where he got the idea.)

When we arrived on Main Street in front of the high school around 4 PM, we were immediately surrounded by Urbana marching band members who wanted a ride. We showed them around the cars, and then proceeded to line up in front of and behind them for the parade, which was about two miles long, and snaked through the heart of scenic Urbana. My Dad and I both were marching band members way back when, and I think we were glad to be driving rather than marching that route. It was probably one of the longest parades I've ever been a part of. The crowd was for the most part, very friendly, and I only had one snide comment during the whole route about the car "removing the white line from the center of the road as it went along". (harrumph)

We arrived back at the high school just before dark, and lined up behind a wall next to the field to hide our cars for the half time show. Urbana High School has a traditional marching band that does a new show every week, memorizes their music, performs chair step marching and executes tight, organized drill formations. A very impressive group...and you would be hard pressed to find an audience member that leaves their seat to visit the refreshment stand during one of their performances. This week's show consisted of three songs, the "Back to the Future Overture" by Alan Silvestri, "Earth Angel" by the Penguins, and "Johnny B Goode" by Chuck Berry. The marching formations were great, and spelled out "1955" and "2004" among other things. Our cue to drive from off field into the endzones was the beginning of Johnny B Goode. We weren't allowed to drive onto the field, under threat of death by the local groundskeeper. (I had been planning to pull a few doughnuts anyway, so it was probably better this way)

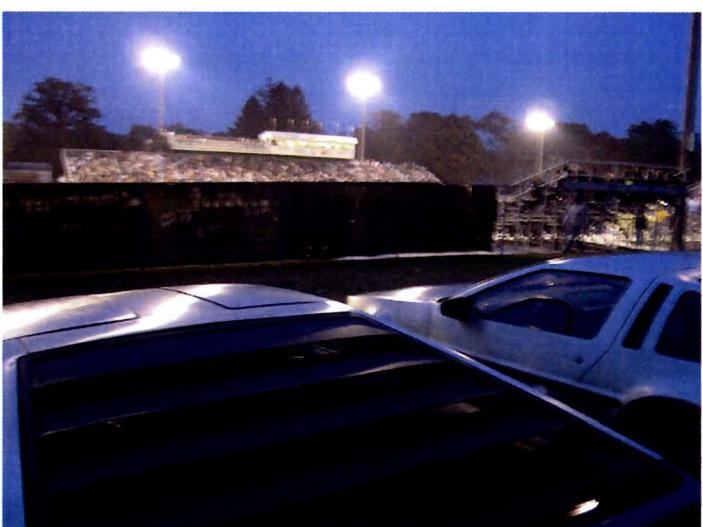
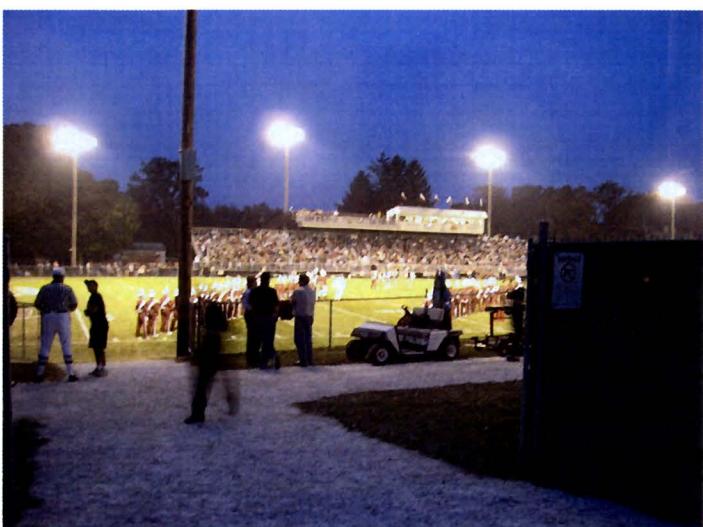
We were greeted by raucous cheering from the audience, as we entered through the south goalpost, doors closed, while strategically placed marching band assistants shot off fire extinguishers to mimic the cooling tower effect from the movie. My Dad and I both had another set of marching band



Urbana High School 2004 Homecoming: *Back to the Future*

By Joshua Haldeman





assistants placed in our cars, and on cue, we both opened our doors, which brought another round of cheering from the crowd. We stayed there, lights on, doors open for the remainder of the song, and then exited off the side of the field to the entrance we had come in. In all my years in marching band, I had never had this much fun at a half time show. The audience was into it...the band was excited, and everything went exactly as planned.

The funniest part of the whole night was right after I opened my doors in the endzone. My cell phone rang, and it was Claudia Wells. (Jennifer Parker from Back to the Future) We'd met and become good friends at the Pigeon Forge show. (it wasn't all hotel crashing down there for me) Anyway, she wanted to know something about the website I've been working on for her. I talked to her briefly, and gave her the information she needed, without revealing that I was dressed like Marty McFly, in the middle of everything I was in the middle of. I called her back when we got off the field, and let her know about what she had unwittingly been a part of.

My brother-in-law has promised to make this into an annual event, and he's currently trying to track down arrangements of "Power of Love" and "Back in Time" by Huey Lewis and the News for next year's show. If you'd like to be a part of it, contact Josh via e-mail, (jhaldeman@fuse.net) and he'll add you to the announcement list!

Goodbye to a Friend John Z. DeLorean



Back in 1985 my dream of owning an DeLorean started with a trip to Cleveland to visit DeLorean Cadillac. John's brother Charles owned a DeLorean, and offered to let me look at it. This fact finding mission was my first encounter with both the family and car *DeLorean*.

As it turned out I bought that car and a whole lot more. Through Charles DeLorean and his family my family was able to meet and talk with John DeLorean on numerous occasions. My thoughts and understanding of the car changed as a result of this I became somewhat inspired to make not only the DeLorean but the people involved a part of my life.

While John was rather elusive at times, when you sat down and talked to him you received his undivided attention and his eyes would light up as he told you his stories.

My family feels blessed to have known such a man and we thank the family for their friendship.

John, a special thanks to you for coming to one of our shows and helping share the Dream with so many other DeLorean owners

-Ken Koncelik



On March 19th, 2005 the world lost a visionary and a dreamer. The outpouring of grief and support for John and his family is overwhelming. We wanted to take an opportunity here to allow a few people who knew and worked with John to express their feelings.

When I heard about John's passing, I was heartbroken. I went out to my car, and laid a hand on it. It's somehow different now. I bought my DeLorean to show my support for a man demonized for pursuing his dream. Now that he can no longer suffer through that persecution, there is this odd sense of relief. It's still hard to believe that the man I looked up to and respected for so very long is now gone. I feel like I've lost a close family member. I hope that John truly appreciated the tremendous impact that he made. It's impossible to count the ways.

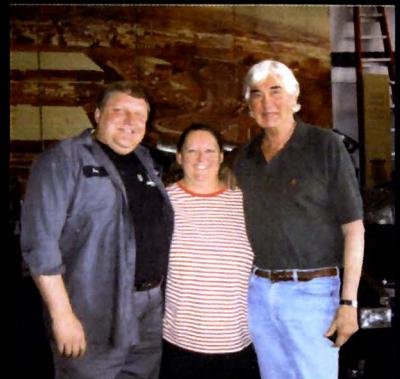
We will miss you greatly John!

-Josh Haldeman

John was a man of integrity. He was successful businessman and the creator of the stainless steel dream car, "The DeLorean". Some of us who had the pleasure of knowing him were blessed by his wisdom. The fact that he personally took time to attend one of our car shows indicated his appreciation of the owners who are and continue to drive their DeLoreans to keep his dream alive. We feel privileged that John was able to visit us here at DeLorean Motor Center. We were able to spend quality time with him and show him how we are committed to keeping DeLoreans restored and on the road. We all will miss him and will remember all his fine contributions to the automotive industry. We extend our prayers to his family, especially Kathryn who also has shown a passion in her father's automotive flair.

On a personal note to John, I know that there are angels here on earth that can relay this message to you in Heaven. I want to thank you for all the great time we had together. You reminded me that by uplifting and encouraging people will help make them a better worker. You said in your book "On A Clear Day you Can See General Motors", that you had gone to someone's house and encouraged them to get out of bed to go to work and when they received their paycheck they were excited. He then progressed further. You never gave up on people. Thank you for all your good ideas and the cars you have designed. Do you remember the photo shoot I told you I did with my DeLorean? Well it is now on the popular game called Grand Turismo 4 on the Playstation2. It has a 450 HP engine just as we discussed that you would have liked in the real DeLorean.

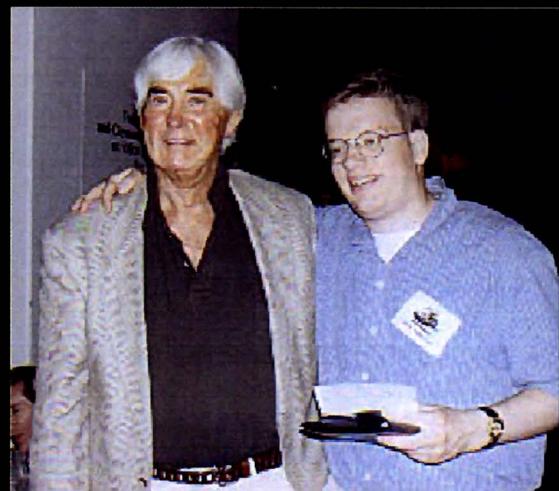
Your Brother In Christ,
Don Steger



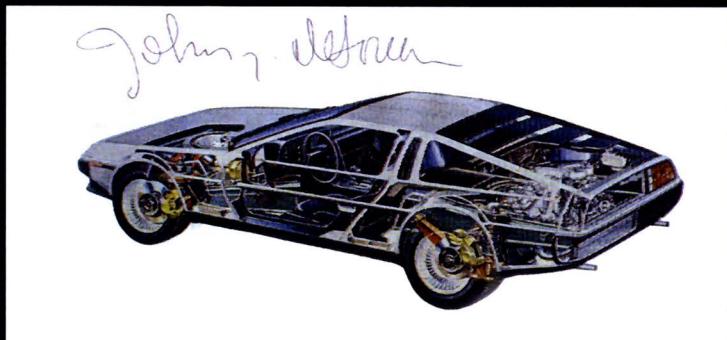
JZD with Danny Botkin, and with Don and Nancy Steger.

I didn't get a chance to meet him but I felt I knew him because of the shared passion for starting your own business. I did it twice.

- John Hervey (Special T Auto)



JZD with Josh Haldeman at the 2000 Cleveland DCS



JZD was truly an outstanding engineer, and all of the cars that he had a hand in are better for his contributions. His legacy is carried on by the many fans of his cars, and will be carried on by all the fans still to come.

- Stephen Wynne and the staff of DeLorean Motor Company (Texas)

T

he DeLorean community is made up of the nicest, most helpful people I have ever met. Even though I have been a member of numerous car clubs ranging from the AMC Rambler Club to the National DeSoto Club I have never before, or since, seen such a close-knit group of owners as you will find in the DeLorean world. I call it a community because, although most of the DeLorean clubs across the US (and the world) are not affiliated with each other, nor

THE ARIZONA DELOREAN CLUB

By Daniel Fox (AZ-D Treasurer/Webmaster)

a national organization, we all still talk to each other, help each other out, invite each other to our events, and work toward a common goal of educating the world about DeLoreans, while keeping the marque, and individual vehicles alive and well.

Here in Arizona it all started with what was originally DOA Chapter 43. James Espey (now vice president at DMC-Texas), and a few other members, had meetings but there was no involvement from most of the group. Eventually James left for Texas. The chapter was still there, but by 2000 there was just not enough interest and the club was in danger of folding since all events and meetings were planned and attended by the same 3-5 people. By this time, the DOA affiliation had dissolved and the Arizona DeLorean Club was slowly creating its own identity.

I happened to find out about the club in December 2001 because of an ad for a DeLorean in the automotive classifieds in the local Sunday newspaper. I had been seriously looking for a DeLorean for quite some time and saw this ad for a low-mileage '82. After calling the owner and discussing the car she told me about the Arizona DeLorean Club, or AZ-D, as it has come to be known, of which she was a member. I gave her my email address to pass along to the vice



president, who at that time was Ryan McCaffrey. I figured I would never hear from the club, but a day or two later I received an email from Ryan inviting me to their holiday party. Never having been involved with any DeLorean club before I did not know what to expect. The members of the Arizona DeLorean Club treated me like I was one of them even though, at that time, I did not own a DeLorean. Because of this first encounter with the club, and the people, I started looking even more seriously than before for that perfect DeLorean, and about two weeks later on January 2, 2002 I found my '82 that I currently own.

Believe it or not, the club did not begin to charge its members dues until January 2002! Slowly new members (and DeLoreans) began to surface and people started to find out about AZ-D through the internet and by word-of-mouth. The newly created club website (www.az-d.org) was starting to get some hits around this same time and it created an internet presence for AZ-D. People began to search the web for DeLorean clubs in Arizona, and guess what they found? The Arizona DeLorean Club! This was probably one of the major factors that helped the AZ-D to become more of a cohesive group.

Throughout all of this club growth, one thing that was certain was that the club officers were there for the group, helping out in anyway they could. They also made sure to encourage the members to get involved. Our club president, Randal Brown, who many of you know as the "3M Guy" who speaks at the DeLorean Car Shows, has said that he "does not care for titles". Randal, although he may not like to be called the president, IS the president, and has done many great things for the club. He'll lead the group when we need it, but back off and let us do our own thing when he sees that it's appropriate and that everything is under control.

Another thing that makes AZ-D so great is the spirit of our members. Whether it's the spirit to go and help someone with a DeLorean that is not running or just simply the enthusiasm for planning and/or attending events, the active members in the Arizona DeLorean Club are first rate. A good example of

this club mentality could be seen one particular Friday night last year. We found out about a local high school that needed some vehicles/drivers to transport their "royalty" to their homecoming game. The call was put out to the club members, and in a relatively short time we were able to get enough DeLoreans together to transport the necessary people to the appropriate place. No compensation was asked for by AZ-D and none was expected. However, in return, we gained a little club publicity, furthered the positive aspects of the DeLorean marque and we have a story to tell.

The club enjoys planning events that puts the car into the public eye. We have participated in large car shows that benefit different charities as well as informal car shows where we field questions from local people and inform them that there is more than one DeLorean left in the world, that they were not made in Hollywood, and that the flux capacitor was an option that some of us did not have. : One particular informal show that we like to go to as a club, or sometimes just as individual members, is called the Scottsdale Pavilions. This show happens every Saturday night for the last 14 years! It is sponsored by a 1950's themed McDonald's. Any type of car might be there on any given Saturday. One time when we were there in 2003 I believe we had 11 cars in attendance. That's quite cool when you think about the fact that our members are spread out all over Arizona (and some in other states as well).



When you have a moment check out the website: <http://www.az-d.org> I am now the webmaster and have revised and updated the entire site. I always enjoy hearing from other DeLorean members and enthusiasts who have comments or questions about the site or the club in general, so don't hesitate to send me an email when you are there. While on the website you can also browse pictures of our members' cars and read some member biographies. You can also check out our For Sale page for some unique, and some not so unique, items for sale by the club and by individual members. On the Gallery page there are tons of photos of past events. Lastly, if you are in the area, don't forget to check out our schedule of events. We enjoy having guests at our meetings and events and we treat them well!



Photos by **Sharon Altman**

Angela is a professional model and web designer originally from Columbia, South America. She moved to Cincinnati recently to pursue an education in web design, receiving her Associates Degree in the Spring of 2004. Angela has loved the DeLorean since she first saw "Back to the Future" as a little girl. When she heard about the opportunity to do this photo shoot, she jumped on it.

Angela is 5'9" tall, wears a size 6, and has black hair and brown eyes. She is currently represented by Heyman Talent, of Cincinnati. (www.heymantalent.com)

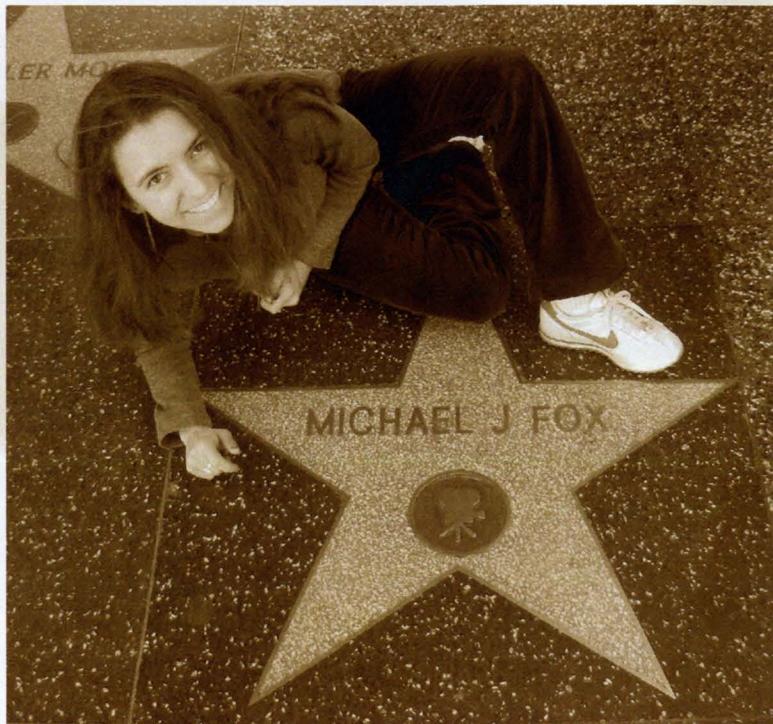
Shoot Location: Mt. Adams and Eden Park reservoir, Cincinnati, Ohio.

Angela and the **DeLorean**

Back from the Future

By Flavia Vianna

If you own or long for the day that you'll own a DeLorean, it is because you know what it means to dream. With that thought in mind, I decided to take that dream to a higher level and flew cross country, from Central Jersey to Southern California, to see one of Hollywood masterpieces more in depth. After some internet research, I realized that it was fairly easy to find many of the Back to the Future filming locations. Most of them are located around Los Angeles. To embark on this trip grab your LA area map, hit the freeways and bring patience to drive in the worst traffic in the world. If you are ready for the adventure, let's travel back in time to Hill Valley, CA.



We can start this trip on Victory Boulevard in Burbank. **The Burger King parking lot (1)** is where the film producers built a façade for Doc Brown's lab. Marty McFly uses his skateboard to skate through this scene on his way to **Hill Valley High School (2)**. I advise you to take your car, not a skateboard because the school is in Whittier, which is about an hour away from where you are. Make sure to get there after 3pm (if it's a school day) and ask for permission to wander around the school, take pictures and repeat lines from the movie at the same location where it was filmed. The school is more than 100 years old and its architecture is impressive. It's very easy to recognize where some of the scenes were shot, except for the ones that show the lockers in the hallways because they are located in the "**Commerce Building**" (3) that has been closed for restoration for over a year now. (marty is thrown in the trunk, stairways to the roof, stairs where Strickland catches Biff reading Oh-La-La with the sports almanac cover, driveway where George knocks out Biff, Jennifer tries to make Marty go a different way so Strickland won't catch him!)

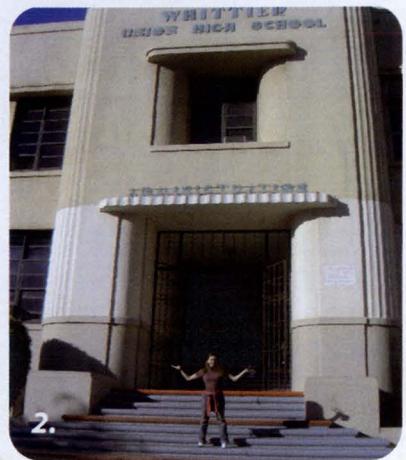
Back to Burbank to see the audition for the "Battle of the Bands.". Yes that one that features Huey Lewis and the News. Everyone was very friendly at the **McCambridge Park Recreation**



1.

Center (4). I was lucky enough to talk to a DeLorean enthusiast and BTTF fan who has been working at the location since before the scene was filmed. He talked about some of the highlights of having the movie crew at the gymnasium.

When Marty is done with school for the day, it's time for Marty and Jennifer to hang out at Hill Valley's square. That same square is still standing at Universal Studios Hollywood. Definitely worth it going to the "Backlot Tour", and if you can afford to be a VIP guest, you can actually walk around the square and let your imagination guide you through the 50's, 80's or 2015.



2.

Next stop is **Arleta, CA (5)** where the 1985 McFly family lives. It's great the way the house was kept because it remains being very similar to what it looked like in 1985. You can't miss it once you see the two power line towers behind the house. The actual shooting did not occur inside the house, so it's not worth it to talk to the owner to take a peak inside.

It's 1:15am, time to go to the Twin Pines Mall, or **Puente Hills Mall in City of Industry, CA (6)**. It's very easy to figure out which side of the parking lot featured the DeLorean and the Libyans' chase. Too bad that now there is a TGI Friday's where you could get the best shot of the location. I even tried to talk the manager at the restaurant into letting me go to the roof so I could take a better picture, but they wouldn't let me for safety reasons.

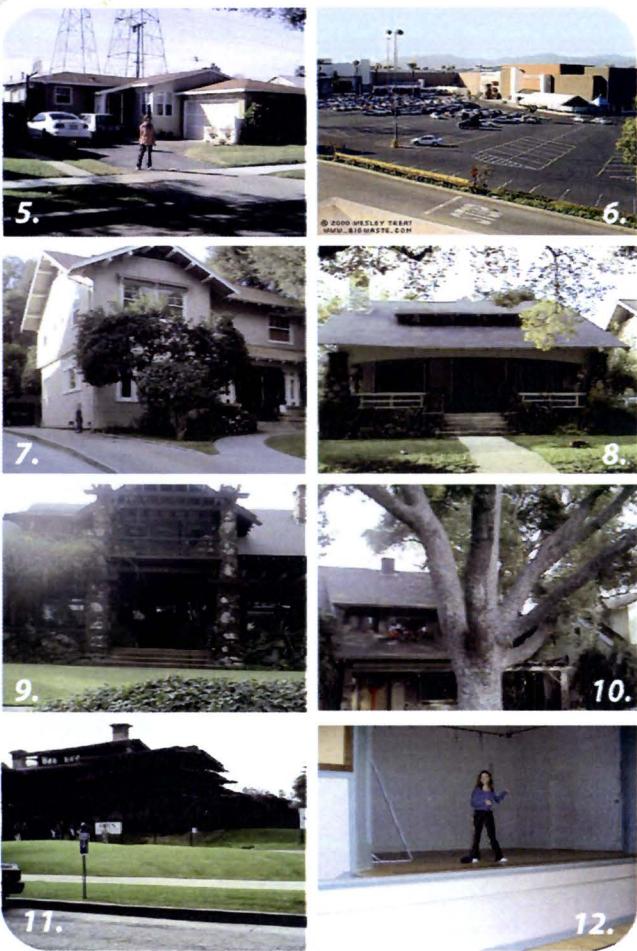
After escaping from the Libyans and driving 88mph, Marty ended up at the Peabody's farm. That location is at a



3.



4.



ranch that belongs to Disney. Unfortunately it is not accessible so let's skip that and go to Bushnell Avenue in South Pasadena where more of the featured 1955 houses are located. In fact, Michael J. Fox was there before while shooting Teen Wolf sometime around 1984. It's a small street and you just can't miss **Lorraine (7)**, **Biff (8)** and **Georges' (9)** houses. Even the **peeping tom tree (10)** looks almost exactly the same as it did at the time of the movie. It was fun to lie down in the middle of the street, (I recommend you watch for oncoming traffic!) as Marty did after being hit by his grandfather's car. Bob Gale and Neil Canton mentioned on the DVD's commentaries that the inside of Lorraine's house was used in the movie, but I wasn't daring enough to ask the owners to go inside and check it out. I did talk to one of the neighbors and it was great to hear the stories about what the residents experienced and heard about their street being on the big screen all over the world.

At this point Marty is all set to go to John F. Kennedy Drive, and we go to a museum. **The Gamble House in Pasadena (11)** served as the residence of the Gamble family from Procter & Gamble. It's a beautiful house, definitely worth the visit and the façade, including the garage, looks exactly the same as it appeared in BTTF parts one and three.

Next new location will be **the gymnasium of the Methodist church of Hollywood (12)**, where the Enchantment Under the Sea dance happened twice. The dance was recreated

identically for the second movie. I had the opportunity to talk to a basketball instructor who worked there back then and he was very excited to show off the piano that was used as a prop and recalled for me where everything had been placed for the dance.

For Hill Valley's historical rainstorm, when Marty goes to the "starting point", the producers chose **Griffith Park (13)**, across the street from the Greek Theater. You can't miss the crooked tree that appeared in the movie when Marty placed the hook on the DeLorean.

Part II

Marty did not have much time to enjoy the new 1985 where George McFly is not bullied by Biff. Doc arrived at Marty's house and this time he didn't drive 88 mph, he flew at that speed over **Roslynlyndale Avenue in Arleta, California (14)**.

Most of what we see of Hill Valley in 2015 is the backlot of Universal Studios with flying cars and holographic effects. However, when Jennifer is taken by police officers to her future home in Hilldale, it's time to go to El Monte, California. The corner where the DeLorean lands is at **Somerset and Oakhurst streets (15)**. The only problem is that this corner, as well as the McFly's house are in a gated community called Arbor Oaks. We had to park outside, then walk in, via the pedestrian gate. Most of the neighbors had no clue "Back to the Future" was filmed there. A few of them had heard about it from someone else though. Unfortunately I didn't find anyone who actually saw the filming.

From there Doc, Marty, Jennifer and Einstein go back to the alternate 1985 and Marty drops Jennifer off at her house. This is the

first time we get to see where Jennifer lives in the "Back to the Future" trilogy. It's amazing how well the actual house has been maintained. I was lucky enough to talk to the owner who is a very nice lady and proud of her house. According to her, the residence is almost 100 years old. **She was kind enough to let me take a few shots on the swing on her front porch (16).** At her request, I am not including information on where the house is located.

Next, after Marty discovers that his house is no longer his in this alternate 1985, he wanders around Hill Valley and ends up in Whittier, right near where Whittier High School, (Hill Valley High School) is located.

Principle Strickland's house (17) looks different from what it did during my previous visit in 1989/90. Now it's blue and the stairs to the porch have been moved to the side. I would say that it was an attempt to make it not as recognizable, but for an expert fan like myself, I knew I was at the right place.

Now it's time for a longer trip. Biff's casino is an actual casino in Las Vegas...well, the building is anyway. Unfortunately, I haven't visited that one yet, but I've heard you can't miss it, so be sure to keep your eyes peeled next time you find yourself in Sin City.

Now it's back to 1955, where we get to see **Biff's Grandmother's house (8)** for the first time. This house is in the same block as where George and Lorraine's houses are, which is Bushnell Avenue in South Pasadena. Later on, Marty is in the back of Biff's car, attempting to get the Gray's Sports Almanac back. They drive towards the tunnel which is, in reality, located at Griffith's Park near the observatory. **The tunnel (18)** looks a lot longer in the movies, than it is in reality.

Next stop is back to the high school, where we see a new scene involving **a set of stairs (19)**, and Biff reading a copy of "Oh la la" magazine, with the cover of the Gray's Sports Almanac. This scene is also at Whittier High, and the photograph here shows more of the restoration going on at the scene currently. When Marty goes to the roof to meet Doc in the DeLorean, we see **yet another set of stairs (20)**.

One of the last scenes in the movie is where Doc Brown gets struck by lightning and sent back to 1885. This is suppose to replicate the scene from part one where Marty parks the DeLorean behind a billboard when he can't start it. That one takes place on Corona Road, In Chino, California, but in part

two, it is just a sound stage at Universal Studios.

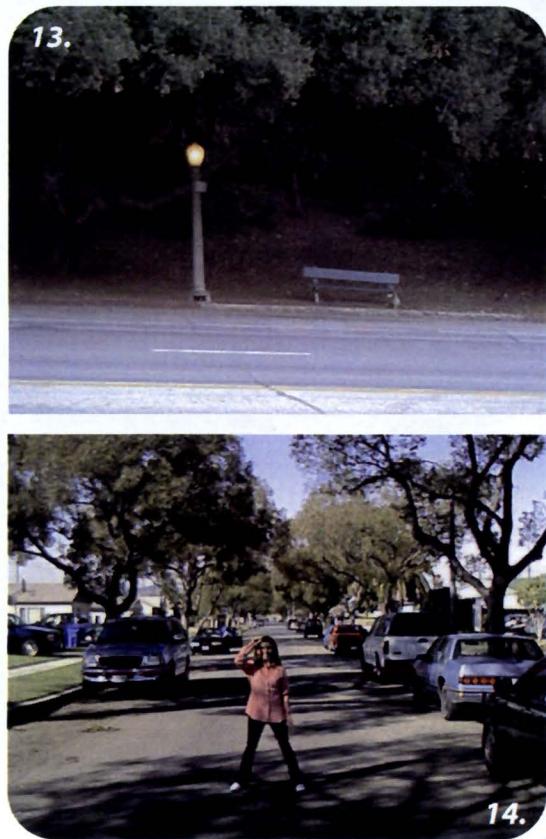
Part III

Part three starts at Doc Brown's mansion in 1955. (The Gamble House again) The interior scenes here were taken at the Blecker House which is located in Pasadena also.

Most of the rest of part three was filmed in the desert near Sonora, California. This area has since been developed and/or is otherwise inaccessible, and no longer resembles the scenes from the movie.

At the end of the trilogy, when Marty goes back in time, only to have the DeLorean crushed by a locomotive, we find ourselves at a **railroad crossing (21)** in Port Hueneme.

We conclude our tour with the last scene of note in the movie where Marty decides against racing Needles...and therefore avoids hitting a Rolls Royce. This takes place on a street in **Oxnard, California. (22)**





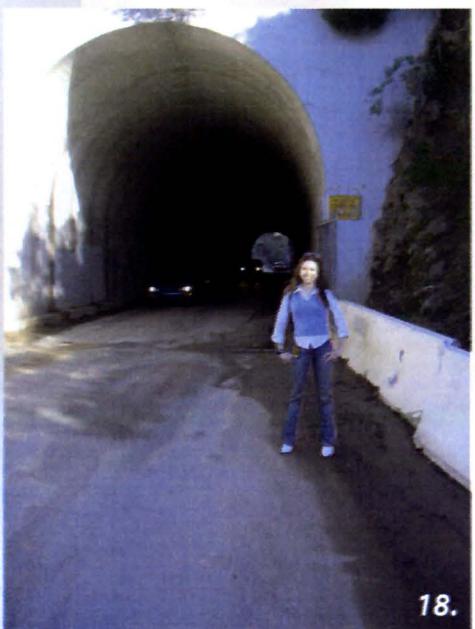
15.



16.



17.



18.



19.



20.



21.



22.

The Screening

After visiting all of the BTTF filming locations in LA and surrounding areas, that I knew of, I thought that my BTTF adventure was over. The best was yet to come. The main reason for that trip to LA in February 2005, was because I was honored to be invited to a BTTF screening at the Arclight Theaters in Hollywood. Of course I was the earliest bird and there is no way to describe how anxious I was. The first person I spotted was Claudia Wells and I was glad she remembered me from the DCS 2004. Meeting Claudia was followed by Harry Keramidas, Bob Gale, Lea Thompson and Tom Wilson. Showtime! All the stars were part of a very interesting Q&A, many laughs from the audience and great BTTF memories. Here are some photos from the event!



Elvis and Doc Brown in Germany

By Elvis Nocita

T

his story happened in July 2003. On a friday night, I was with some friends at an open air concert deep in the Black Forest in Germany, when suddenly my cellphone rang. It was my friend Ryan, a new Delorean Owner and big BTTF fan. I hardly could hear what he said due to the loud music in the background. All I understood was: "...Letter...won't believe....Doc is here...meet...call you tomorrow".

I wasn't sure if that was some kind of bad joke or if I had misunderstood something. I mean I had not understood really much of that phonecall, but Ryan for sure wasn't the guy who made such strange jokes. My girlfriend started kidding me, she said she could already see me driving all the 250 miles to Ryan's place near Cologne.

Sunday afternoon was the hottest day in the last 30 years, a flat, silver four wheeled stainless steel pizza oven was seen driving all the way from the southern border up to the center of germany.

How this all came about:

O

n Thursday night Ryan got a call from a friend who works for a hotel in Cologne. She said she had a gift for him and they should meet soon. The next day they met, but this was more luck than on purpose. She had a letter for him - see the picture.

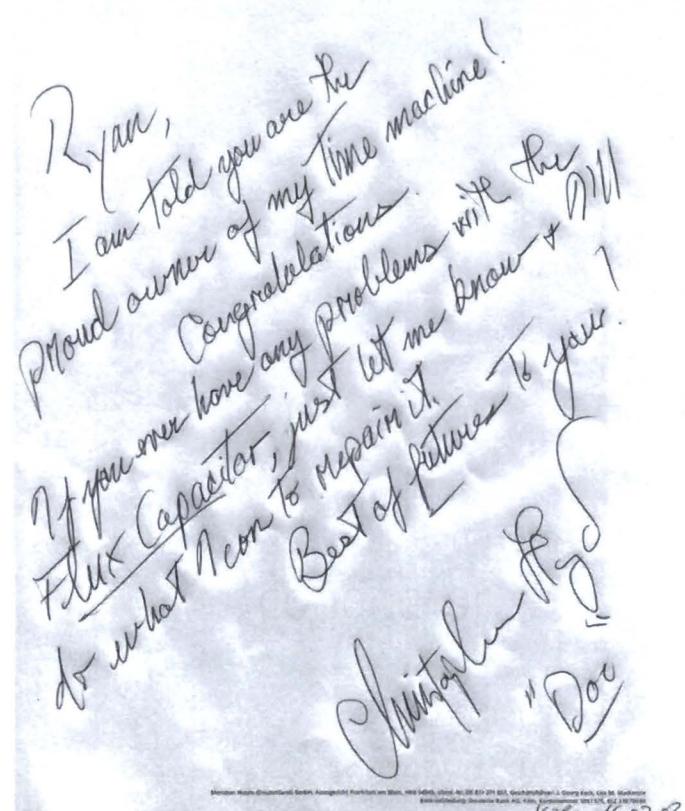
I guess for a BTTF fan this is the biggest surprise you can get - a letter from Christopher Lloyd - Doc Brown personally!

Ryan was so amazed, that he had to call somebody to share his joy - me. Now this friend who works for that hotel had Chris Lloyd as a guest and recognized him. They started to talk for like 15 minutes when she told him that she has a friend who is a big BTTF fan and that he bought a Delorean because he loves that movie so much. Suddenly Chris asked her to give him a letter. When she gave him a small letter to sign he said - no, give me a big one!

Ryan's next step was to arrange a meeting with Chris while he was in Germany. They decided on Monday morning at the hotel. Sunday night, when I arrived at Ryans place, we started to discuss things that we wanted to ask Chris. We wanted to be prepared and make something like an interview for the other fans and friends of the german BTTF and Delorean Club. We were not allowed to inform them all as he wanted to keep his privacy. Of course when we left on Monday morning we forgot that list. We were more concerned about where to park our cars as the hotel was directly in the heart of Cologne just a few feet from the

"I wasn't sure if that was some kind of bad joke or if I had misunderstood something. I mean I had not understood really much of that phonecall, but Ryan for sure wasn't the guy who made such strange jokes. My girlfriend started kidding me, she said she could already see me driving all the 250 miles to Ryan's place near Cologne."

www.deloreans.de



Berlitz Hotel Düsseldorf, Siedle, Anrengstrasse 10, 40219 Düsseldorf, Tel. 0211 812 201, Geschäftsführer: J. Georg Kunkel, Udo M. Hartmann
Bewilligung: Deutsches Buch Akt. Klima, Ausgabe 03/2003, Seite 107, 002 2370000

cathedral. Normally impossible to get in and park there, but somehow we managed it without even getting a ticket. When we entered the hotel lobby we were told to wait in a room next to the lobby. Chris was having breakfast and would show up in a few minutes. While we - Ryan, his girlfriend Sonja and I were waiting, Sonja saw, that Ryan was wearing his shirt twisted and asked him to put it on correctly. Of course this was exactly the moment when Chris showed up - one guy topless and the other one shouting - Hey Doc!

Now there he was. A guy in his sixties, wearing sunglasses, an old T-shirt, a pair of blue jeans and a newspaper under his arm. For his age he looks very fit and he reminded me of a Californian surfer guy - he does live in Santa Barbara. Of course it was Sonja who saw the red socks he was wearing, we guys would never have seen that!

After we introduced ourselves we walked outside to show him our cars. He said we were the first fans so far who had shown up with their Deloreans. We started to ask him stuff that we remembered from our list, like how Michael J. Fox is doing and if they still meet; Or if he thinks that there will ever be a new part to Back to the Future. We were pleased to hear that he wasn't interested in continuing the trilogy and also that he didn't know of any plans from the studios to ruin the trilogy like it is being done with so many other movies in the last few years.

Chris answered all of our questions, but he didn't really talk that much. He seemed to be a reserved and shy person who was pretty happy that almost nobody recognized him here in Germany. If we would have met him on the street without knowing that he was here, we probably wouldn't have recognized him either. Of course we brought a lot of memorabilia to have him sign. He was so kind and even signed Ryans glove box lid and - of course - my flux capacitor. Yes, we both can say - Doc Brown sat in our cars, which is a big honor for us.

After we stood outside the hotel for about ten minutes - in the center of one of Germanys biggest and nicest cities, people started to recognize him or just stopped because of these two strange cars and this older guy who had to sign everything and was photographed all the time. I think it was an Asian girl who recognized him first, while a German guy asked me who he is. I replied that he is just a friend of ours that we haven't seen for a while. It didn't help, people started to build up a crowd and after a few minutes it was too much for him and he left with the words - "see you in the

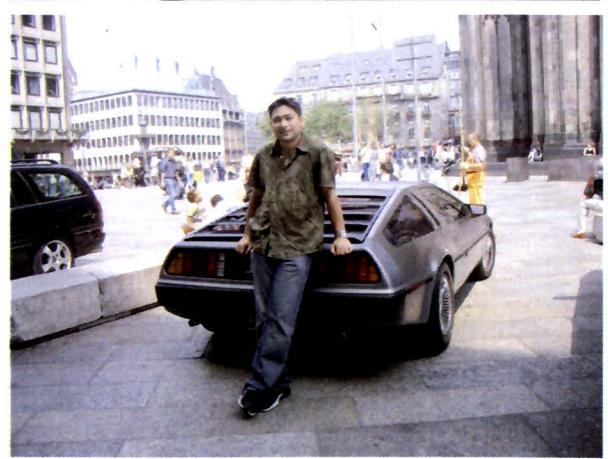
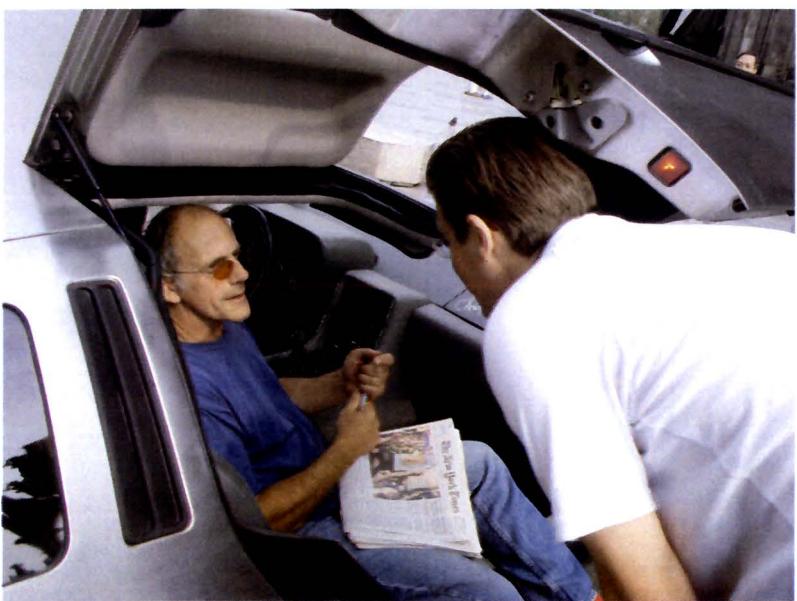
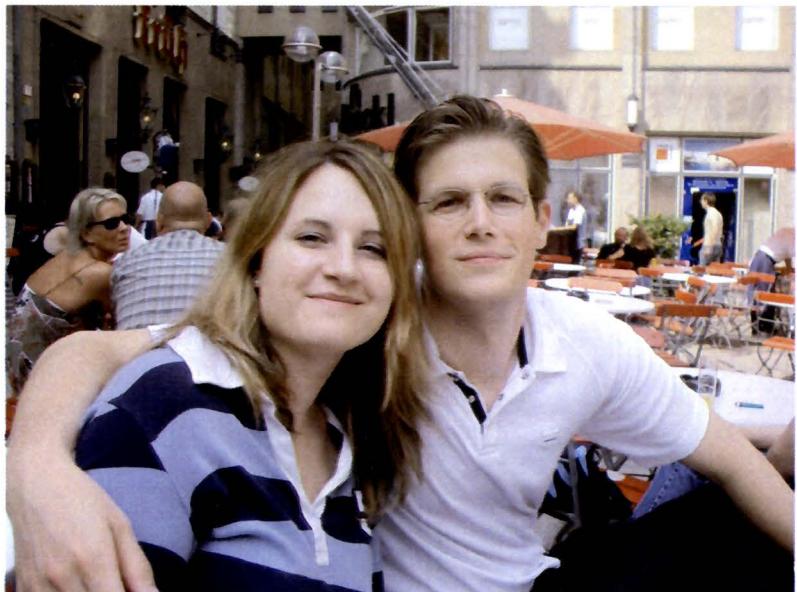
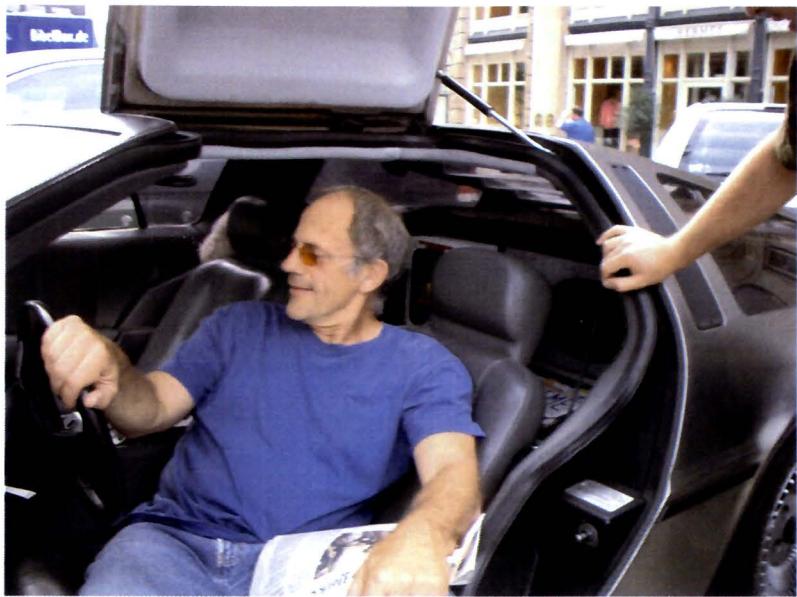
future....or in the past!"

I am so sorry that I couldn't catch this moment with my digicam but at least I had taken some nice shots with him, us and our cars. This great moment, that took me about 5 hours of driving, only lasted a little more than 10 minutes. Our idea of drinking coffee and doing an interview didn't take place, but still, it was a great experience. We were standing in front of the hotel for another 15 minutes, and there were only a few people left to check out our cars. Sonja even saw Chris leaving the hotel a few minutes later and nobody recognized him again.

Before we left, we had some pictures printed and left them at the desk. Before we returned from the bar where we enjoyed a Koelsch - the famous beer of Cologne, Chris had already signed our pictures.

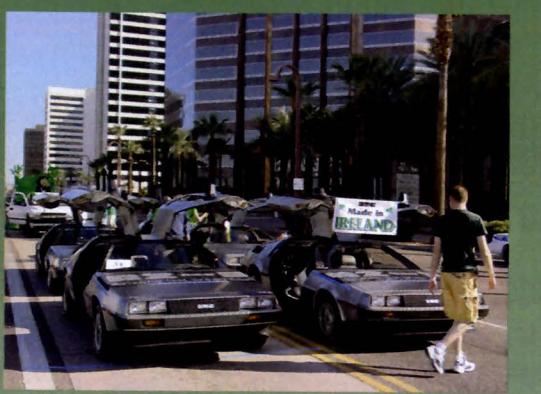
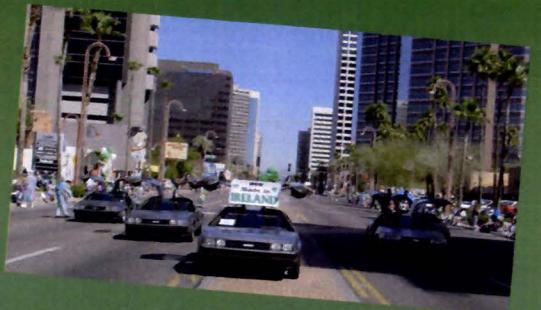
While I drove back home I had to think about what I would tell my boss the next day. Why I didn't show up at work on Monday. Should I have told him that I met Doc Brown to have my flux capacitor fixed?





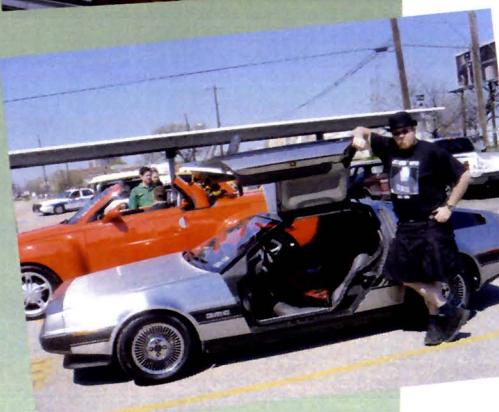
Phoenix

Five DeLoreans, owned by:
**Johnny Sawyer, Daniel Fox,
Hugh & Laura Halladay, Ryan
Gould - Driving Matthew Olans
car and Randal Brown**



Dallas

One DeLorean, owned by:
Robert Moseley



Seattle

Four DeLorean, submitted by:
**Greg Linstad, President
Pacific Northwest DeLorean Club**



St. Patrick's Day 2005 PARADE PICTURES

By Flavia Vianna, Randal Brown, Rod Dillman, Greg Linstad,
Rich Weissensel, and Robert Moseley

Roanoke

One DeLorean, owned by:
Rod Dillman



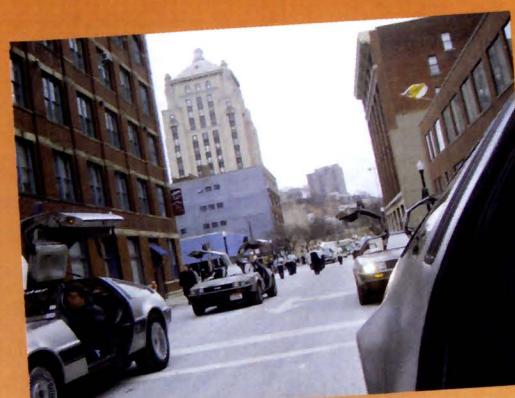
Chicago

Four DeLoreans, owned by:
**Rich Weissensel, Don Gowler,
Marty Lick and James Leonas**



Cincinnati

Five DeLoreans, owned by:
**Bill Miller (x2), Patrick Conlon,
Jack Gambetta and Josh
Haldeman**



In December 4th, the stainless was out on Long Beach Island! This well know summer vacation destination on the New Jersey shore becomes like any other small town after all of the tourists are gone for the winter.

Our Vice President, Gary Gore made arrangements for the holiday event. The idea was to get as many DeLoreans as we could to the local Christmas parade, then grab a late lunch and get everyone home at a decent hour. Out of town visitors could enjoy an evening in Atlantic City, and get an early start on Saturday morning.

A funny thing happened on the way to the parade! I got a call on my cell phone from Lauren Reilly, frantic that her car was on fire. On closer inspection, she realized she just had a flat tire. Amazingly, we were able to get the car to a local tire shop, get 2 new tires, and get back on the road to Long Beach Island! To avoid anymore potential excitement, Lauren opted to leave her car in a lot there instead of driving it all the way to the parade.

Lauren and I arrived just in time! We pulled up and there was a spot saved for us (Thanks!). By the time we finished telling the blown tire adventure, we were ready to head out on the parade route.

With Rob and Debbie Grady taking the lead in the famous "green car", 6 DeLoreans followed down the main street waving to onlookers. In attendance was Rob & Debbie Grady, Mike Deluca, Gary & Jennifer Gore, Harold McElraft, Lauren Reilly, Tom Grippenburg, Steve & Lillian Wagner and Marc Levy. 7 DeLoreans total were in the parade.

After the parade, we made a quick "potty break" stop at Gary's house and had some discussion on having a summer cookout hosted by Gary and Jennifer. Something to look forward to for next year!

Saddle up, we took a short drive to a local pub style restaurant. Proof that sometimes simple is better. The atmosphere was great, and the food excellent. The prices were VERY reasonable too. Not that it mattered, because Tom surprised us by treating us all to lunch. THANKS TOM!

Small, one day, events like this are always fun. I look forward to next year when maybe we can get more participation in local car shows and cruise nights. If any club members would like to plan something like this, go ahead and do it! You don't need to ask permission.



Christmas Parade on Long Beach Island

By Marc Levy

1981 Delorean, Black Leather, Automatic VIN# SCEDT26TXBD003947

1982 Delorean, Gray Leather, Automatic VIN# SCEDT26TXCD010382

It wasn't just any car... this one was special. Can you imagine my reaction, at twelve years of age, when my father brought home a brand new 1981 Delorean? As far as I was concerned we needed nothing else. We had finally arrived. My father, Joseph P. Cancelmo, is one of the most compelling individuals you could ever meet. During his forties and fifties, you could compare him with an Italian version of John Delorean - though not quite as tall. My Dad loved his Cadillacs. He bought a new one every two years. So, when the Delorean entered the market for the first time, I knew we had to have that car. Seeing the commercials of the Delorean made me even more fervent for the car. I begged my mother daily for a viewing of the car at Bancroft Motors in Worcester, Massachusetts.

The day finally arrived when I got my wish. I remember walking with my mother toward the gleaming car. Of course, the salesman was well poised to offer her the opportunity to sit inside and she gladly took him up on it. The door opened effortlessly and I stood there stunned. It was everything I thought it would be. I saw that my mother was impressed, too. She is quite a character and some of my favorite memories of that day are of her. As she sat behind the wheel, she and the salesman bantered back and forth. But, despite her sarcastic comments, there was no doubt in my mind that she was intrigued with the car and its classy styling.

Although I knew my mother really liked the car, I never thought, in my wildest dreams, that there was even a remote possibility that my parents would consider buying it. Unbeknownst to me, my mother encouraged my father to take a look for himself. And... it didn't take long for my mother, who is French and Greek, and my father who is Italian, to fall in love with its style and elegance. They bought the showroom car. I remember overhearing my mother describe their first experience with the car. They drove off the lot and my mother said to my father, "Go for it!" He took a sweeping turn and was astounded that the car turned on a dime.

After my parents bought the Delorean, it was a topic of conversation everywhere they went. Imagine everyone's reaction as we cruised down the streets of the small city of



Owner Profile: **Byron Cancelmo**

By **Byron Cancelmo**





Worcester, Massachusetts. Someone actually reported that my dad got out of the car at a busy intersection to fix his trench coat! I remember my father driving my sister and I (we were small enough to share the passenger seat) to school each morning. The kids stared out the school windows to watch us pull up and awaken the car doors. I was referred to as "Richy Rich" because of that truly impressive car. There were even a few times the storage area became the rear bunk for me when going out to dinner with the folks. We drove that car everywhere.

Eventually the car became an obsession for my parents. My father was so happy that my mother enjoyed the car that he bought her a brand new '82 model! Having two Delorean's in the household meant a free for all! My two older brothers, George and Joey, each snuck out of the house to drive them - whether it was a hot date, prom, or just a ride about town. It was a teenager's dream. George recently recounted a story to me from those days. One afternoon, my father approached a Delorean from the rear. It was speeding and weaving in and out of traffic like a slot race car. As my dad got closer, he realized that it was my brother George. Imagine two D's in a chase - George in the lead and my dad right behind, waving his fist at him in the rear view mirror!

The '82 was driven by my sister Natasha. She drove it while my parents were overseas. My wife, Michelle, even drove the '82 around a few times (where was I when this happened??).

My oldest brother, Joey, had plenty of night club excursions in it as well. The point is - as any Delorean enthusiast already knows - is that no one can resist the temptation of driving a Delorean.

My father drove both cars until deciding to retire the '81. He parked it in our barn in 1986 with 8,600 miles. He continued to drive the '82 through 1991 and then ultimately retired it to the barn due to a small rust problem on the front frame area. The '82 has 34,000 miles. Every year my family spent time in France, so the cars had very little use compared to today's driving habits.

Early 2004, I asked my father about the cars. I was interested in having a sports car and I really

wanted one of the Deloreans - I wanted to share my lifelong passion with my family - my wife and two beautiful little girls. He asked which car I would like, and I told him that I wanted the '81. I didn't want it because of the low miles. I wanted it because it was the first one. The '82 had some cool changes- the shifter, the pipes, built in straps for the doors - but the '81 was calling me.



I have two older brothers and a younger sister, so I didn't expect it would be easy. Distributing family possessions is tricky, but not surprisingly, my father decided I should be the rightful owner. I guess my father felt that I was the one who started the journey with my dreams of the first Delorean. When he agreed to ship it out to me in Michigan, I began searching for a local Delorean tech. Within a short time, I found and shared my story with Don Gowler & Dave Swingle. I was ultimately referred to Dave Bauerle, who is the owner of Bauerle Automotive. He is known to be the only real certified Delorean technician local to Michigan. I made all of the necessary arrangements with Dave to work on the true barn restoration. He got the car running and said the engine sounded new. He also said that aesthetically, the car was nicer than many he had seen. Those

compliments were music to my ears.

Over the course of the restoration, I have dedicated a lot of internet time. The DMCH website is amazing with its thriving DeLorean distribution and a repair facility of such magnitude with another open house in Florida! DMCF! How completely cool is that!

DeLorean One's, Ed Bernstein, and I spoke recently and I was impressed with his incredible knowledge and the painstaking seriousness it took to provide the ultimate product, which is really what we all want. Ed sent a very impressive DVD of a world class reconditioned car with 75, 000 miles (I swear it could have been brand new). Other companies such as PJ Grady's and DeLorean Motor Center have all heard from me at one point or another - and will continue to hear from me, and all of us, as long as they are in business. From what I can tell, it will be for a very long time. I have joined Midwest DeLorean Club, subscribe to Gullwing, DW, and, of course, DCS. I am completely blown away with all of the events that have been going on all these years! I plan on taking active roles in the coming events and look forward to meeting other owners.

Special thanks to Ken Koncelik and those members that make the DeLorean community so special. Thank you Dave Bauerle for awakening the '81...the '82 may not be too far behind! I am thankful for your honest approach at restoring these fine automobiles.



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* See our website www.delorean-parts.com and click on the number of details on these accessories

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Look for our next issue, October 2005!

We will talk with Kyle Franklin about his wingwalking career, and how he's made his DeLorean part of it. Kyle will also be doing a technical session at DCS '06. For those of you who enjoyed his display in '04, he will tell us what he's been "up" to since then.



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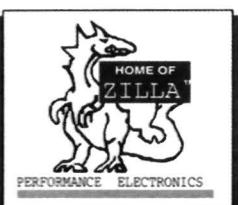
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